

PUBLIC COMMENTS (PC)-R

PC-R1

From: Deborah [Deborah@social.rr.com]
Sent: Thursday, August 08, 2013 9:29 PM
To: Parsons, 405.Supplemental.Draft.EIR.EIS
Subject: Re: I-405 Supplemental Documents

Dear 405 Project Committee,

Let me start by telling you that you are driving the long-time residents of Fountain Valley crazy!

First, we were told that our homes, the place where many of our children took their first step, would be taken from us. But we were graced with the good fortune of being able to keep what was rightfully ours. I could not fathom that we would ever have had to fight to keep our own property!

Now, you want to put a high-rise ramp in our backyard! Do you have any idea of what the negative impact on our property value would be? And in addition, our backyard would become useless to us! My family would never enjoy our backyard or our pool again if such an eyesore were constructed! You may have had the "great idea" of proposing a massive sound/privacy wall to "hide" the ramp. That would be devastating for us. We would be stifled by the heat in the summer months, because it would restrict any southern breezes from the beach from passing through & keeping us cool! We would feel as though we were living in Anaheim, where the temperature is much higher & the property value is much lower! One more thing that would be extremely damaging to our health would be the fumes from the cars, being inhaled each & every day. The impact on that would be the most horrific. We have residents living here that range in age from the very young to the elderly. Some must use oxygen to breathe. Can you imagine what that would do to their lungs within a short amount of time. People on oxygen are not allowed to be near anyone that smokes, let alone take in the vapors of thousands of cars, a stone's throw away, all day long!

PC-R1 (Continued)

Once again, I cannot believe that I have to beg & implore you to stop this absurd project. but it appears that I must. So please, I sincerely, with every fiber of my being, BEG & IMPLORE you not to go forward with this project! Do not take away everything that we have worked so hard to upgrade & improve, since 1965. Please don't ruin our lives & our wonderful way of living that we have come to love!

We, the residents of Daisy Avenue have already been discussing this project with an attorney, but we are hoping & praying that you will consider all the negative impact that we would be besieged with, if you allow this ramp to be built. Please give us back our peace of mind. Let our homes stay our homes & not become a fishbowl for the 405 drivers to gawk at during their commute! Save Our Sanity.

Sincerely,
Mr. & Mrs. Woody Randolph
16887 Daisy Avenue
Fountain Valley
Original owners of our property since 1965

PC-R2

From: Deborah [Deborah@social.rr.com]
Sent: Thursday, August 08, 2013 10:24 PM
To: Parsons, 405.Supplemental.Draft.EIR.EIS
Subject: Re: I-405 Supplemental Documents

http://www.youtube.com/watch?feature=player_detailpage&v=35WgpMq6e3o

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Please review this link. It is our comment for this project!

Sincerely,
The Randolphs
16887 Daisy Ave.
Fountain Valley

PC-R3

From: Deborah [Deborah@social.rr.com]
Sent: Thursday, August 08, 2013 10:24 PM
To: Parsons, 405.Supplemental.Draft.EIR.EIS
Subject: Re: I-405 Supplemental Documents

A Message From the Residents of Daisy Avenue...

<http://www.youtube.com/watch?v=aCGvZqDvtkU>

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PC-R4

From: Deborah [Deborah@social.rr.com]
Sent: Friday, August 09, 2013 6:11 PM
To: Parsons, 405.Supplemental.Draft.EIR.EIS
Subject: Re: I-405 Supplemental Documents

Dear 405 Ramp Project Committee,

Each & every time I travel on a freeway on/off ramp, I take notice if there are backyards that I am able to see into.
Do you know what I say to myself, each & every time? "Poor Bastards...What the hell was Caltrans thinking?"
Please, please PLEASE, do not do this to the homeowners on Daisy Avenue. Please use your better judgment than others have done in the past! There are many plans that, at times seem right. But we must ask ourselves, if it would be right for the citizens who would be most impacted by this decision. Just because you have the ability to do something doesn't always mean it should be done. Please do not give the go-ahead with this project. I have never minded having the freeway behind our house, but this elevated ramp would take away all of our privacy & make our property value plummet! Would like allow this to be done to your home? Please do not do this to ours.
Please don't let me be the person that that motorists are staring down at, thinking "Poor Bastard...What the hell was Caltrans thinking!"

Sincerely,
Deborah Randolph

P.S. I didn't even address the noise & dirt that we, including my elderly mother, would have to endure over these many months of construction. She would surely have a heart attack from the sheer frustration. But she would have very right to complain! It is not fair or justified to submit us to the hell, that every aspect of this project will bring before, during & after construction. It is not fair to do this to the hard-working, taxpaying residents who reside along the freeway.

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PC-R5

From: timdeitra@gmail.com
Sent: Thursday, August 01, 2013 10:06 AM
To: Parsons, 405 Supplemental Draft EIR EIS
Subject: Re: I-405 Supplemental Documents

From: Timothy Reed
3182 Bradbury Road
Rossmoor, CA 90720

Regarding the supplemental draft EIR for widening the 405 near the 605 connector:

The proposal to add one lane each direction is my preferred option of those presented. Another acceptable option is adding two lanes each direction, but under no circumstances should a toll road be allowed in this area. The transition from the 405 to the 605 North will benefit as will the reverse of the 605 South to the 405 South.

None of this will alleviate the transition from Orange County into Los Angeles County along the 405 North because no plan for improving the 405 in that portion of Los Angeles County exists nor has been approved.

The toll road option should absolutely not be considered. The surface streets near this project are already severely impacted due to the current construction activity. Adding toll lanes will further impact an already bad situation due to those trying to avoid the tolls using surface streets in Los Alamitos, Seal Beach, Garden Grove and south Cypress.

The conversion to toll lanes serves no purpose other than revenue. It does not help traffic flow, improve the surrounding surface street congestion nor improve the bottle neck at the county line, but, rather worsens all these.

Sent from Windows Mail

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PC-R6

From: Diane Reksc [DREKSC@LAUMC.LOCAL]
Sent: Wednesday, August 21, 2013 8:29 AM
To: Parsons, 405 Supplemental Draft EIR EIS
Subject: Re: I-405 Supplemental Documents

As a member of Los Altos United Church and a property owner of two properties within ¼ of a mile from the Woodruff /Willow exit ramp and ¼ mile from the Palo Verde exit from the 405 I am very concerned about the extra traffic that will be generated by the addition of lanes heading North on the 405 from Orange County. I also live in Seal Beach.

I travel across the LA/ OC border everyday and often several times a day. There is no magic line there and should not be treated as such.

Most people in Eastern Long Beach and Seal Beach travel on the 405 constantly and spend money across the borders on a regular basis. Please think of the whole picture for this border crossing and don't discount Long Beach because OCTA has money to invest.

There are many people in the Long Beach area without the means to afford a Toll road and need to travel on the 405 for work and take and pick up children from school, child care and activities. Please do not place another burden on those struggling to make ends meet.

I am very concerned about the extra traffic that will flow onto the streets of Eastern Long Beach because of a bottle neck created once entering into LA.

Has mass transit been considered from LA to Orange County? Possibly in the middle of the 405 instead of adding lanes. The more lanes we have the more cars will fill them.

I am also concerned about the affect changes to the 405 will have on our church's property. The church lost a good portion of prime real estate when the 405 was built. If there is a possibility of changes to our property we need to know about it now.

I know there are many on and off ramps along the 405 in Long Beach. Perhaps the Woodruff north entrance can be closed and Woodruff closed off to give us the property to connect our parking lot on the south east corner of Willow and Woodruff. This would eliminate less on and off between Palo Verde and Bellflower which is very congested.

Our church would like to be notified directly about any changes that would affect our property as soon as possible.

Also, Willow traffic is too fast now. Please do not add to that residential freeway. I ride my bike as so many others and take our lives at risk because of the speed traveled on Willow. There is no shoulder. What was a 2 lane road with a shoulder when we bought our first house is now a 3 lane freeway. We need more east west bicycle lanes to connect to the river bike path to encourage people to ride bikes instead of driving cars.

Thank you for listening and I hope the LA county/ Orange County 405 problems can be decided as one area not 2 separate parcels. The people don't use it separately and it should not be isolated when making changes across the border.

Diane Reksc
dianereksc@gmail.com
562 598-2451

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PC-R7

From: Kathe Repasi [magnumgranny@gmail.com]
Sent: Thursday, August 01, 2013 9:54 AM
To: Parsons, 405 Supplemental Draft EIR/EIS
Subject: Re: I-405 Supplemental Documents

The report is pretty confusing, does not report how long this will take and is starting to sound like the FREEways are slowly becoming TOLLways...without the cookies (Tollhouse). Maybe maps with times of completion, FUNCTIONAL alternate routes (with lights timed appropriately) and exactly which routes will be tolled.

I live in Leisure World and my leisure time is being eaten up by taking 45 mins. to cross the Seal Beach Blvd. connector overpass! That is just from Town Center Dr., through the Lampson/Seal Beach Blvd. smash-up over the bridge to Northgate Rd. God help those being taken to the hospital.

Traffic control persons with ticketing ability would make a FORTUNE for the city, or CalTrans or whatever. People don't know how to merge, or are so angry by the time they get to their turn at the light, that they run it or block the intersection for 3 light changes.

No one said it would be easy ...but really!

Love ya' ☺
Kathe
Sent from my iPad

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PC-R8

From: Robin Ridley [ridleyrobin@gmail.com]
Sent: Sunday, August 11, 2013 9:01 PM
To: Parsons, 405 Supplemental Draft EIR/EIS
Subject: I405 - Alternative 1

Thank you for writing the environmental document. I vote for Alt - 1, just like I did years ago. I don't think the other alternatives make long term sense, especially the toll road alternatives.

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PC-R9

Michael Hennessey

To Whom it May Concern,

I am a resident of College Park East in Seal Beach. In fact, my home is located 4 houses away from the sound wall that borders the 405 freeway. It is imperative to my family and community that the sound wall NOT be moved. My reasons are as follows:

1. My son, who is 4 years old and I have very bad allergies to dust and pollution. We are on daily inhalers and a nebulizer to control our asthma. If that sound wall comes down at all and we are within 4 home lengths from the freeway, we will be facing serious medical consequences.
2. The amount of noise that comes over that wall WITH a sound wall is very loud, in fact, I invite you to come hear it around 5pm on a week day. Without a sound wall it will be unbearable. I know that you and your family would not want to live next to an open freeway under construction, and neither do I. My husband, as well as many other residents of College Park East, works from home. I really have no idea how he will be in business meetings during that kind of commotion. There is no alternative to him working from our home. Besides the length of time that the wall will be down, I want to express my concern that it will be moved closer, and will be shorter, thus creating a "forever problem", not a short term problem"
3. My family as well as many others use Almond Ave to walk to the parks in our neighborhood, if it is moved, the street will be narrowed and the path will compromise the safety of the many pedestrians that use that path at all hours of the night and day.
4. Moving the sound wall on Almond Ave would cause the electrical lines to be moved across the street and dangerously close to homes. In the event of an earthquake, the homes along Almond Ave would be compromised, as well as their families.
5. Moving the sound wall would ensure that no one in College Park East would be able to sell their homes for the value that it is now. You would be condemning Seal Beach, Rossmoor and Garden Grove to the already many families who are upside down on their property values.
6. I have paid my taxes and have paid for the right to use my freeways and city streets and so has all the residents of College Park East. There is no reason to add a toll road that will add expenses to our families budgets when we have already paid for the freeway. The only financially successful toll road is the 91 express lanes, there is simply NO NEED for a toll road on this stretch of the 405, thus very few will use it. The sad fact is that even considering putting in toll lanes in this densely populated area will only HURT the many and benefit the few.

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I was very relieved when the news came down that there was a decision to put one lane in each direction on the 405 stretch between the 605 and 22. I am angry and disappointed that my community has to fight for the very basic right to have you all held to your first decision. I don't care how many times members are replaced, we all went through this already. If you think that we are not willing to fight the second time around, or that we will be tired and silenced, we will not. For me and my family, the number 1 issue is health. You would never give up a fight for your child's health and neither will I.
I beg you, PLEASE DO NOT move or touch the Almond Soundwall and NOT add more than one lane in each direction on the 405 Fwy between the 605 Fwy and the 22 Fwy!

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Thank you for your time and consideration,
The Riem Family

PC-R10

From: scott@scottalanrivers.com
Sent: Thursday, July 25, 2013 7:45 PM
To: Parsons, 405.Supplemental.Draft.EIR.EIS
Cc: Mara Rivers
Subject: A public comment regarding 405 SDEIR/EIS

Ms. Smita Deshpande,

This email is to express my opposition to adding toll roads to the 405 in the vicinity of our Rossmoor community.

First, our community has already had to bear the burden of added traffic/congestion due to recent/extensive retail development along Seal Beach Blvd.

Second, we also suffered congestion traffic hazards resulting from the poorly planned design and recently constructed Northbound 22 elevated roadway. I personally risk my life everyday just trying to enter the 405 North from the Seal Beach Blvd ramp. What traffic planner thought it made sense for a car driving about 40 mph to merge and crossover two whole lanes within about 200 feet... in front of cars accelerating at speeds up to 80mph heading up the Northbound 22 elevated roadway?!

Third, these toll lanes will not benefit our community at all. I'm curious to know what majority of drivers the toll lanes benefit in the first place? In this case, toll lanes just seem to a means to raise capital, not benefit a large number of drivers.

Thank you,

Scott and Mara Rivers

3271 Woodstock Road

Rossmoor, CA. 90720

(562) 431-3436

PC-R11

From: Kevin Robinson [keresq1@yahoo.com]
Sent: Sunday, August 11, 2013 10:08 AM
To: Parsons, 405.Supplemental.Draft.EIR.EIS
Cc: cbyrne@octa.net; j9parker@socal.rr.com
Subject: 405 expansion project fountain valley

Dear Sir/Madam

I live in the neighborhood bordering Bushard Street, Warner Ave, Magnolia and the 405 freeway. I have lived here on Pine Circle for about 20 years, my family consists of 3 adults who vote and pay taxes.

I vehemently oppose any increase in traffic or traffic noise that the new above ground on off ramp onto the 405 freeway. At the northbound bushard and warner ave, fountain valley area. DONT !!!

When we first moved here the noise from the freeway was very very slight. As the years have gone on with an increase in lanes and traffic that noise has increased substantially. It clearly effects the quality of my life, and I consider it noise pollution of the worse kind. What you should be doing is building better, higher and more effective sound barrier walls so that the noise is abated rather than increased. I further opine that any such freeway expansion will substantially effect the property value of my home. This would require just compensation.

If you would like any further information please contact me at keresq1@yahoo.com

Sincerely
Kevin E. Robinson

PC-R12

From: Jim Rueff [jimrueff@yahoo.com]
Sent: Sunday, June 30, 2013 3:30 PM
To: Parsons, 405.Supplemental.Draft.EIR.EIS
Subject: Re: I-405 Supplemental Documents

1. I still prefer the alternative that adds **two** general purpose lanes in each direction.

2. I still **oppose any toll lanes** of any type.

3. I oppose giving any money to the City of Long Beach for any perceived effects of this improvement project on their streets. Instead, LA Metro should make similar improvements to the 405 between the 605 and the 105. Orange County voters reluctantly approved Measure M in order to reduce our traffic congestion due to Caltrans inability to make timely improvements on their own. Los Angeles county needs to clean up its own house, it's not Orange County's fault that Los Angeles County is behind in making much needed improvements to the 405.

Jim Rueff
e-mail: jimrueff@yahoo.com
+1 (714) 321-2555

PC-R13

From: Joanne Runge [jorunge1@gmail.com]
Sent: Wednesday, July 17, 2013 8:35 PM
To: Parsons, 405.Supplemental.Draft.EIR.EIS
Subject: Meeting July 24,2013

This is a Public Hearing about Orange County, Seal Beach specific. Why is the meeting in Long Beach and not in Seal Beach? It is not convenient as we can travel over the freeway. You close use down all the time. Don't we have first right of refusal in making our lives more miserable than they are now!!! Fed up in Seal Beach.

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PC-R14

From: diane rush [rush534@yahoo.com]
Sent: Monday, August 12, 2013 9:52 PM
To: Parsons, 405.Supplemental.Draft.EIR.EIS
Subject: Toll lanes--more problems!

Rossmoor residents contribute to Orange County far more in taxes than they use in utilities and other resources. This figure has been quoted as high as 1.5 million annually. Plus, we are involved citizens who care about the quality of life in our community and country. We are constitutionalists.

I am a typical resident of Rossmoor and adamantly oppose toll roads being added to this project. Toll roads will raise taxes, pollution and congestion in our area. Caltrans, OCTA, contractors and politicians stand to benefit from this proposal. Those decision-makers will not suffer inevitable consequences of its implementation. Nonetheless, they expect our residents to pay taxes in order to fund this project that fails to coordinate with Los Angeles and Long Beach.

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It is an ill-conceived notion with no regard for the spirit of democracy or constitutional law.

Diane Rush
12732 Christy Lane
Rossmoor, CA 90720
(562) 431-8751

RESPONSE TO PUBLIC COMMENTS (PC)-R

Response to Comment Letter PC-R1

Comment PC-R1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Northbound Braided Ramps at the Magnolia/Warner Interchange, Property Values, Air Quality, Health Risks.

Response to Comment Letter PC-R2

Comment PC-R2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The YouTube video referenced in the comment has not been included or addressed. In the “General Information about This Document” behind the cover page, the Supplemental Draft EIR/EIS states: “If you have any comments regarding the information contained in this Supplemental Draft EIR/EIS, please attend the public hearing and/or send your written comments to Caltrans by August 12, 2013.” A YouTube video is neither a written comment, nor can it be reproduced for inclusion in the Final EIR/EIS.

Response to Comment Letter PC-R3

Comment PC-R3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Response to Comment PC-R2-1.

Response to Comment Letter PC-R4

Comment PC-R4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Northbound Braided Ramps at the Magnolia/Warner Interchange, Property Values.

Comment PC-R4-2

Please see Common Responses – Noise/Noise Analysis, Air Quality, Health Risks.

Response to Comment Letter PC-R5

Comment PC-R5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Preferred Alternative Identified, Opposition to Tolling.

Comment PC-R5-2

Please see Common Responses – Traffic Flow at the Orange County/Los Angeles County Line, Opposition to Tolling,

Response to Comment Letter PC-R6

Comment PC-R6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments on new information and analysis presented within the Supplemental Draft EIR/EIS were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-R6-2

Please see Common Responses – Traffic Flow at the Orange County/Los Angeles County Line, Opposition to Tolling.

Comment PC-R6-3

Please see Common Responses – Elimination of Light-Rail Transit and Bus Rapid Transit Alternatives, Property Values.

Comment PC-R6-4

The Supplemental Draft EIR/EIS indicates that an adverse effect of the proposed project is found under Alternative 2 at the intersection of Woodruff Avenue and Willow Street. The Supplemental Draft EIR/EIS proposes to address this adverse effect by providing a second northbound left-turn lane from Woodruff Avenue to westbound Willow Street. This additional left-turn lane would be constructed in the existing median of Woodruff Avenue. No ROW would be required for this improvement. While this adverse effect could be addressed by closing the northbound I-405 exit ramp to Woodruff Avenue, such a closure is not considered commensurate with the extent of the adverse effect. Closure of the ramp could have impacts on other interchanges to which traffic would be diverted. Because addressing the adverse effect at the site of the effect is practical and requires no additional ROW, it represents the best measure to address the effect.

Comment PC-R6-5

Willow Street would not be modified as a result of the proposed I-405 Improvement Project, except for the intersections owned by the City of Long Beach identification in the Supplemental Draft EIR/EIS under Measure T-11. A fair share payment would be made to the City of Long Beach for the additional traffic at the identified intersections resulting from the I-405 Improvement Project. The City of Long Beach is responsible for rectifying existing problems on Willow Street. Please communicate these concerns to the City of Long Beach.

For a discussion of the coordination between OCTA and the City of Long Beach on the I-405 Improvement Project, please see Common Responses – Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, Gateway City Council of Governments, and the City of Long Beach.

Response to Comment Letter PC-R7

Comment PC-R7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-R8

Comment PC-R8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Opposition to Tolling, Preferred Alternative Identification.

Response to Comment Letter PC-R9

Comment PC-R9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on DEIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Almond Avenue Soundwall, Air Quality, Noise/Noise Analysis, Property Values, Health Risks, Opposition to Tolling, Preferred Alternative Identification.

Comment PC-R9-2

Please see Common Responses – Opposition to Tolling, Preferred Alternative Identification.

Response to Comment Letter PC-R10

Comment PC-R10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis

presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Opposition to Tolling, Substantiation of Reported Corridor Travel Times for Build Alternatives, Preferred Alternative Identification.

Response to Comment Letter PC-R11

Comment PC-R11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Northbound Braided Ramps at the Magnolia/Warner Interchange, Noise/Noise Analysis, Property Values.

Response to Comment Letter PC-R12

Comment PC-R12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments on new information and analysis presented within the Supplemental Draft EIR/EIS were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Response – Preferred Alternative Identification, Opposition to Tolling, Substantiation of Reported Corridor Travel Times for Build Alternatives.

Comment PC-R12-2

A fair share of the costs for the improvements proposed in the Supplemental Draft EIR/EIS under Measure T-10 would address cumulative significant impacts to traffic on SR-22 (7th Street), which is a State highway. This fair share would be contributed by the I-405 Improvement Project for the proposed improvements. The remainder of the funding would be the responsibility of the State, not the City of Long Beach.

A comparison of the volumes at intersections along 7th Street under the existing condition (Figure 3-5 of the Supplemental Draft EIR/EIS) with the forecast volumes for the 2040 No Build Alternative (Figure 3-18 of the Supplemental Draft EIR/EIS) shows that traffic is anticipated to increase along 7th Street without the proposed I-405 Improvement Project. Consequently, there is an adverse effect on 7th Street traffic without the project. The additional increment of traffic on 7th Street associated with the proposed project results in cumulative effects of traffic from the project and from other sources that are greater than those solely from the project alone. Consequently, the measures included in the Supplemental Draft EIR/EIS are not intended to address all of the deterioration in traffic service expected between the existing condition and year 2040.

Similarly, a fair share of the costs for the improvements proposed in the Supplemental Draft EIR/EIS under Measure T-11 would address cumulative significant impacts to traffic on streets owned by the City of Long Beach. The remainder of the funding at these locations would be the responsibility of the City of Long Beach.

Response to Comment Letter PC-R13

Comment PC-R13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments on new information and analysis presented within the Supplemental Draft EIR/EIS were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

The Supplemental Draft EIR/EIS provides new information on potential project-related traffic effects within the City of Long Beach and areas under Caltrans – District 7 jurisdiction (Los Angeles County). The new information and analysis presented within the Supplemental Draft EIR/EIS is based on the *Supplemental Traffic Study Report – Long Beach Area* (Supplemental Traffic Study), prepared in April 2013 in response to City of Long Beach comments on the Draft EIR/EIS. The information and analysis within this Supplemental Draft EIR/EIS were not available during the circulation period for the Draft EIR/EIS. The meeting was held in Long Beach, because it is the subject of the Supplemental EIR/EIS. There have been no changes to the alternatives or the information reported in the May 2012 Draft EIR/EIS as it relates to Orange County and Seal Beach.

Response to Comment Letter PC-R14

Comment PC-R14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment is not specific to the new information and analysis presented within the Supplemental Draft EIR/EIS; however, your comments were addressed in Appendix R1 (Response to Comments on Draft EIR/EIS). You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Common Responses – Opposition to Tolling, Preferred Alternative Identification, Coordination between Caltrans Districts 7 and 12, OCTA, Los Angeles Metro, Gateway City Council of Governments, and the City of Long Beach.

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